

Exhibit 300: Capital Asset Plan and Business Case Summary

Part I: Summary Information And Justification (All Capital Assets)

Section A: Overview (All Capital Assets)

1. Date of Submission: 2010-03-17 15:20:20

2. Agency: 021

3. Bureau: 12

4. Name of this Investment: FAAXX456: ASR-9 Transmitter Modifications

5. Unique Project (Investment) Identifier: 021-12-01-20-01-1010-00

6. What kind of investment will this be in FY 2011?: Mixed Life Cycle

- Planning
- Full Acquisition
- Operations and Maintenance
- Mixed Life Cycle
- Multi-Agency Collaboration

7. What was the first budget year this investment was submitted to OMB? *

8. Provide a brief summary and justification for this investment, including a brief description of how this closes in part or in whole an identified agency performance gap; this description may include links to relevant information which should include relevant GAO reports, and links to relevant findings of independent audits.

ASR-9 systems provide aircraft detection and weather information to air traffic controllers at the highest activity airports. The ASR-9 tracks all aircraft within its range and provides those tracks, as well as six-level weather intensity information, to terminal automation systems and utilized by air traffic controllers to safely and efficiently separate aircraft in the terminal environment. The ASR-9 provides data to AMASS and ASDE-X, which are used for surface surveillance to reduce the likelihood of runway incursions. The purpose of the investment is to address the most troublesome components within the ASR-9 transmitter - the modulator pulse assembly, trigger amplifier, and post charge regulator - in order to ensure that the current level of system availability and reliability is maintained. The Modulator Pulse Assembly (MPA) and related components are responsible for up to 50% of the failures associated with the transmitter, and thus this subassembly is considered the greatest single risk to system reliability and availability. Without these modifications to the ASR-9 transmitter, the ASR-9 will continue to experience decreasing reliability and availability over time. The cost of technology refresh has been determined to be more cost-effective than acquiring full replacement systems, because the current system performance is sufficient in meeting both the safety and capacity needs of the nation's air traffic system at major airports. The proposed investment assumes the solution has an economic service life of 20 years. This investment encompasses a mixed life cycle in both the solution development and operations and maintenance phases of the FAA's Acquisition Management System (equivalent to the Control and Evaluate Phases of CPIC). The baseline, based on the June 2005 JRC decision approving the investment, reflects the activities necessary to perform the design, development, production and installation of the MPA modification to the ASR-9 transmitter. Based on a successful Critical Design Review a production decision was obtained in December 2005. Currently, the system has successfully completed testing and production authorization has been granted. Implementation began in December 2007 and is scheduled to be completed in 2010. An operational analysis will be scheduled after MPA modifications are complete.

- a. Provide here the date of any approved rebaselining within the past year, the date for the most recent (or planned) alternatives analysis for this investment, and whether this investment has a risk management plan and risk register.**

9. Did the Agency's Executive/Investment Committee approve this request? *

a. If "yes," what was the date of this approval? *

10. Contact information of Program/Project Manager?

- Name: *
- Phone Number: *
- Email: *

11. What project management qualifications does the Project Manager have? (per FAC-P/PM)? *

- Project manager has been validated according to FAC-PMPM or DAWIA criteria as qualified for this investment.
- Project manager qualifications according to FAC-P/PM or DAWIA criteria is under review for this investment.
- Project manager assigned to investment, but does not meet requirements according to FAC-P/OM or DAWIA criteria.
- Project manager assigned but qualification status review has not yet started.
- No project manager has yet been assigned to this investment.

12. If this investment is a financial management system, then please fill out the following as reported in the most recent financial systems inventory (FMSI):

Financial management system name(s)	System acronym	Unique Project Identifier (UPI) number
*	*	*

a. If this investment is a financial management system AND the investment is part of the core financial system then select the primary FFMIA compliance area that this investment addresses (choose only one): *

- computer system security requirement;
- internal control system requirement;
- core financial system requirement according to FSIO standards;
- Federal accounting standard;
- U.S. Government Standard General Ledger at the Transaction Level;
- this is a core financial system, but does not address a FFMIA compliance area;
- Not a core financial system; does not need to comply with FFMIA

Section B: Summary of Funding (Budget Authority for Capital Assets)

1.

Table 1: SUMMARY OF FUNDING FOR PROJECT PHASES (REPORTED IN MILLIONS) (Estimates for BY+1 and beyond are for planning purposes only and do not represent budget decisions)									
	PY1 and earlier	PY 2009	CY 2010	BY 2011	BY+1 2012	BY+2 2013	BY+3 2014	BY+4 and beyond	Total
Planning:	*	*	*	*	*	*	*	*	*
Acquisition:	*	*	*	*	*	*	*	*	*
Subtotal Planning & Acquisition:	*	*	*	*	*	*	*	*	*
Operations & Maintenance:	*	*	*	*	*	*	*	*	*
Disposition Costs (optional):	*	*	*	*	*	*	*	*	*
SUBTOTAL:	*	*	*	*	*	*	*	*	*
Government FTE Costs should not be included in the amounts provided above.									
Government FTE Costs	*	*	*	*	*	*	*	*	*
Number of FTE represented by Costs:	*	*	*	*	*	*	*	*	*
TOTAL(including FTE costs)	*	*	*	*	*	*	*	*	*

2. If the summary of funding has changed from the FY 2010 President's Budget request, briefly explain those changes:

*

Section C: Acquisition/Contract Strategy (All Capital Assets)

1.

Table 1: Contracts/Task Orders Table

Contract or Task Order Number	Type of Contract/Task Order (In accordance with FAR Part 16)	Has the contract been awarded (Y/N)	If so what is the date of the award? If not, what is the planned award date?	Start date of Contract/Task Order	End date of Contract/Task Order	Total Value of Contract/Task Order (M)	Is this an Interagency Acquisition? (Y/N)	Is it performance based? (Y/N)	Competitively awarded? (Y/N)	What, if any, alternative financing option is being used? (ESPC, UESC, EUL, N/A)	Is EVM in the contract? (Y/N)
DTFAWA04C00067	CPFF	Y	2005-07-30	2005-07-30	2010-11-20	\$17.5	*	*	*	*	*
DTFAWA04C00008	FFP	Y	2005-12-29	2005-12-29	2010-11-20	\$27.2	*	*	*	*	*
DTFAWA09C00052	CPFF	Y	2009-07-21	2009-07-21	2014-07-21	\$5.7	*	*	*	*	*
DTFAWA09C00053	CPFF	Y	2009-07-17	2009-07-17	2014-07-17	\$3.2	*	*	*	*	*
DTFAWA09C00039	CPFF	Y	2009-06-04	2009-06-04	2014-06-04	\$2.2	*	*	*	*	*
DTFAWA09C00042	CPFF	Y	2009-06-04	2009-06-04	2014-06-04	\$2.2	*	*	*	*	*
DTFACT09D00010	Time/Materials for O&M (Second Level Engineering)	Y	2009-04-28	2009-04-28	2014-04-28	\$0.8	*	*	*	*	*
DTFAAC07D00004	Time/Materials for O&M (Logistics Support)	Y	2006-11-06	2006-11-06	2011-11-05	\$4.0	*	*	*	*	*

2. If earned value is not required or will not be a contract requirement for any of the contracts or task orders above, explain why:

*

3. Is there an acquisition plan which reflects the requirements of FAR Subpart 7.1 and has been approved in accordance with agency requirements? *

a.If "yes," what is the date? *

Section D: Performance Information (All Capital Assets)

Table 1: Performance Information Table

Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
2005	Mobility	*	*	Reduce Flight Delays Due to ASR-9 MPA-related Outages	13.7 delay hours per year due to MPA-related outages	Decrease of 3.15 annual delay hours (23% improvement)	Planning was finalized with a Final Investment Decision received in June 2005. First actual performance improvement results reported for CY 2008.
2005	Mobility	*	*	Reduce aircraft delays due to ASR-9 MPA-related outages	18 delayed aircraft per year due to MPA-related outages	Decrease of 4.14 annual aircraft delayed due to MPA-related outages	Planning was finalized with a Final Investment Decision received in June 2005. First actual performance improvement results reported for CY 2008.
2005	Mobility	*	*	Reduced SMO/site logistics and maintenance costs	\$11K per site technician and logistics support costs	Reduction in Mean Time To Repair results in \$2K per site avoided maintenance costs	Planning was finalized with a Final Investment Decision received in June 2005. First actual performance improvement results reported for CY 2008.
2005	Mobility	*	*	Reduce Mean Time To Repair	Repair time of 18.5 hours per transmitter failure	Mean Time To Repair for MPA assembly reduced to 1.3 hours on modified systems	Planning was finalized with a Final Investment Decision received in June 2005. First actual performance improvement results reported for CY 2008.
2005	Mobility	*	*	Reduce hours of unscheduled ASR-9 equipment outages	25.6 annual outage hours per system	Decrease of 2.6 annual outage hours per ASR-9 system	Planning was finalized with a Final Investment Decision received in June 2005. First actual performance improvement results reported for CY 2008.
2006	Mobility	*	*	Reduce Flight Delays Due to	13.7 delay hours per year	Reliability analysis and	Critical Design Review was

Table 1: Performance Information Table

Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
				ASR-9 MPA-related Outages	due to MPA-related outages	demonstration indicates a decrease of 3.15 hours (23% improvement)	completed in December 2005. First actual performance improvement results reported for CY 2008.
2006	Mobility	*	*	Reduce aircraft delays due to ASR-9 MPA-related outages	18 delayed aircraft per year due to MPA-related outages	Decrease of 4.14 annual aircraft delayed due to MPA-related outages	Critical Design Review was completed in December 2005. First actual performance improvement results reported for CY 2008.
2006	Mobility	*	*	Reduced SMO/site logistics and maintenance costs	\$11K per site technician and logistics support costs	Reduction in Mean Time To Repair results in \$2K per site avoided maintenance costs	Critical Design Review was completed in December 2005. First actual performance improvement results reported for CY 2008.
2006	Mobility	*	*	Reduce Mean Time To Repair	Repair time of 18.5 hours per transmitter failure	Mean Time To Repair for MPA assembly reduced to 1.3 hours on modified systems	Critical Design Review was completed in December 2005. First actual performance improvement results reported for CY 2008.
2006	Mobility	*	*	Reduce hours of unscheduled ASR-9 equipment outages	25.6 annual outage hours per system	Decrease of 2.6 annual outage hours per ASR-9 system	Critical Design Review was completed in December 2005. First actual performance improvement results reported for CY 2008.
2007	Mobility	*	*	Reduce Flight Delays Due to ASR-9 MPA-related Outages	13.7 delay hours per year due to MPA-related outages	Reliability analysis and demonstration indicates a decrease of 3.15 hours (23% improvement)	Operational Test and Evaluation was completed in July 2007. First actual performance improvement results reported for CY 2008.
2007	Mobility	*	*	Reduce aircraft delays due to ASR-9 MPA-related outages	18 delayed aircraft per year due to MPA-related outages	Decrease of 4.14 annual aircraft delayed due to MPA-related outages	Operational Test and Evaluation was completed in July 2007. First actual performance

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Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
							improvement results reported for CY 2008.
2007	Mobility	*	*	Reduced SMO/site logistics and maintenance costs	\$11K per site technician and logistics support costs	Reduction in Mean Time To Repair results in \$2K per site avoided maintenance costs	Operational Test and Evaluation was completed in July 2007. First actual performance improvement results reported for CY 2008.
2007	Mobility	*	*	Reduce Mean Time To Repair	Repair time of 18.5 hours per transmitter failure	Mean Time To Repair for MPA assembly reduced to 1.3 hours on modified systems	Operational Test and Evaluation was completed in July 2007. First actual performance improvement results reported for CY 2008.
2007	Mobility	*	*	Reduce hours of unscheduled ASR-9 equipment outages	25.6 annual outage hours per system	Decrease of 2.6 annual outage hours per ASR-9 system	Operational Test and Evaluation was completed in July 2007. First actual performance improvement results reported for CY 2008.
2008	Mobility	*	*	Reduce Flight Delays Due to ASR-9 MPA-related Outages	13.7 delay hours per year due to MPA-related outages	Decrease of 3.15 annual delay hours (23% improvement)	0 delay hours specifically associated with MPA failures.
2008	Mobility	*	*	Reduce aircraft delays due to ASR-9 MPA-related outages	18 delayed aircraft per year due to MPA-related outages	Decrease of 4 annual aircraft delayed due to MPA-related outages	0 delayed aircraft specifically associated with MPA failures.
2008	Mobility	*	*	Reduced SMO/site logistics and maintenance costs	\$11K per site technician and logistics support costs	Reduction in Mean Time To Repair results in \$2K per site avoided maintenance costs	Technician and logistics support costs reduced by \$2K per site.
2008	Mobility	*	*	Reduce Mean Time To Repair	Repair time of 18.5 hours per transmitter failure	Mean Time To Repair for MPA assembly reduced to 1.3 hours on modified systems	MTTR reduced to 1.3 hours for modified systems.
2008	Mobility	*	*	Reduce hours of unscheduled ASR-9 equipment outages	25.6 annual outage hours per system	Decrease of 2.6 annual outage hours per ASR-9 system	9.223 average unscheduled outage hours per system.

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Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
2009	Mobility	*	*	Reduce Flight Delays Due to ASR-9 MPA-related Outages	13.7 delay hours per year due to MPA-related outages	Decrease of 2.5 annual delay hours	0 delay hours due to MPA-related outages (NASPAS)
2009	Mobility	*	*	Reduce aircraft delays due to ASR-9 MPA-related outages	20 delayed aircraft per year due to MPA-related outages	Decrease of 4 annual aircraft delayed due to MPA-related outages	0 delays due to MPA-related outages (NASPAS)
2009	Mobility	*	*	Reduced SMO/site logistics and maintenance costs	\$11K per site technician and logistics support costs	Reduction in Mean Time To Repair results in \$2K per site avoided maintenance costs	\$2k reduction per site (technician and logistics support costs) (CFI-Logistics Center)
2009	Mobility	*	*	Reduce Mean Time To Repair	Repair time of 18.5 hours per transmitter failure	Mean Time To Repair for MPA assembly reduced to 1.3 hours based on modified systems	Performance Improvement achieved in 2008. Metric to be deleted.
2009	Mobility	*	*	Reduce hours of unscheduled ASR-9 equipment outages	28 annual outage hours per system	Decrease of 2.8 annual outage hours per ASR-9 system	20.5 annual outage hours per system (RMLS)
2010	Mobility	*	*	Reduce Flight Delays Due to ASR-9 MPA-related Outages	13.7 delay hours per year due to MPA-related outages	Decrease of 2.0 annual delay hours	Actual results expected in January 2011
2010	Mobility	*	*	Reduce aircraft delays due to ASR-9 MPA-related outages	18 delayed aircraft per year due to MPA-related outages	Decrease of 4 annual aircraft delayed due to MPA-related outages	Actual results expected in January 2011
2010	Mobility	*	*	Reduced SMO/site logistics and maintenance costs	\$11K per site technician and logistics support costs	Reduction in Mean Time To Repair results in \$1K per site avoided maintenance costs	Actual results expected in January 2011
2010	Mobility	*	*	Reduce Mean Time To Repair	Repair time of 18.5 hours per transmitter failure	Mean Time To Repair for MPA assembly reduced to 1.3 hours based on modified systems	Performance Improvement achieved in 2008. Metric to be deleted.
2010	Mobility	*	*	Reduce hours of unscheduled ASR-9 equipment outages	28 annual outage hours per system	Decrease of 2.8 annual outage hours per ASR-9 system	Actual results expected in January 2011
2011	Mobility	*	*	Reduce Flight Delays Due to ASR-9 MPA-related	13.7 delay hours per year due to MPA-related	Decrease of .8 annual delay hours	Actual results expected in January 2012

Table 1: Performance Information Table

Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
				Outages	outages		
2011	Mobility	*	*	Reduce aircraft delays due to ASR-9 MPA-related outages	16 delayed aircraft per year due to MPA-related outages	Decrease of 4 annual aircraft delayed due to MPA-related outages	Actual results expected in January 2012
2011	Mobility	*	*	Reduced SMO/site logistics and maintenance costs	\$11K per site technician and logistics support costs	Reduction in Mean Time To Repair results in \$1K per site avoided maintenance costs	Actual results expected in January 2012
2011	Mobility	*	*	Reduce Mean Time To Repair	Repair time of 18.5 hours per transmitter failure	Mean Time To Repair for MPA assembly reduced to 1.3 hours based on modified systems	Performance Improvement achieved in 2008. Metric to be deleted.
2011	Mobility	*	*	Reduce hours of unscheduled ASR-9 equipment outages	26 annual outage hours per system	Decrease of 2.6 annual outage hours per ASR-9 system	Actual results expected in January 2012
2012	Mobility	*	*	Reduce Flight Delays Due to ASR-9 MPA-related Outages	17.5 delay hours per year due to MPA-related outages	Decrease of .4 annual delay hours	Actual results expected in January 2013
2012	Mobility	*	*	Reduce aircraft delays due to ASR-9 MPA-related outages	22 delayed aircraft per year due to MPA-related outages	Decrease of 4 annual aircraft delayed due to MPA-related outages	Actual results expected in January 2013
2012	Mobility	*	*	Reduced SMO/site logistics and maintenance costs	\$11K per site technician and logistics support costs	Reduction in Mean Time To Repair results in \$1K per site avoided maintenance costs	Actual results expected in January 2013
2012	Mobility	*	*	Reduce Mean Time To Repair	Repair time of 14.0 hours per transmitter failure	Mean Time To Repair for MPA assembly reduced to 1.3 hours based on modified systems	Performance Improvement achieved in 2008. Metric to be deleted.
2012	Mobility	*	*	Reduce hours of unscheduled ASR-9 equipment outages	24.0 annual outage hours per system	Decrease of 2.4 annual outage hours per ASR-9 system	Actual results expected in January 2013
2013	Mobility	*	*	Reduce Flight Delays Due to ASR-9 MPA-related Outages	17.5 delay hours per year due to MPA-related outages	Decrease of .4 annual delay hours	Actual results expected in January 2014
2013	Mobility	*	*	Reduce aircraft delays due to ASR-9	22 delayed aircraft per year due to	Decrease of 4.14 annual aircraft delayed	Actual results expected in January 2014

Table 1: Performance Information Table

Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
				MPA-related outages	MPA-related outages	due to MPA-related outages	
2013	Mobility	*	*	Reduced SMO/site logistics and maintenance costs	\$11K per site technician and logistics support costs	Reduction in Mean Time To Repair results in \$1K per site avoided maintenance costs	Actual results expected in January 2014
2013	Mobility	*	*	Reduce Mean Time To Repair	Repair time of 14.0 hours per transmitter failure	Mean Time To Repair for MPA assembly reduced to 1.3 hours based on modified systems	Performance Improvement achieved in 2008. Metric to be deleted.
2013	Mobility	*	*	Reduce hours of unscheduled ASR-9 equipment outages	22 annual outage hours per system	Decrease of 2.6 annual outage hours per ASR-9 system	Actual results expected in January 2014
2014	Mobility	*	*	Reduce Flight Delays Due to ASR-9 MPA-related Outages	60.0 delay hours per year due to MPA-related outages	Decrease of 16 annual delay hours	Actual results expected in January 2015
2014	Mobility	*	*	Reduce aircraft delays due to ASR-9 MPA-related outages	92 delayed aircraft per year due to MPA-related outages	Decrease of 12 annual aircraft delayed due to MPA-related outages	Actual results expected in January 2015
2014	Mobility	*	*	Reduced SMO/site logistics and maintenance costs	\$11K per site technician and logistics support costs	Reduction in Mean Time To Repair results in \$1K per site avoided maintenance costs	Actual results expected in January 2015
2014	Mobility	*	*	Reduce hours of unscheduled ASR-9 equipment outages	26 annual outage hours per system	Decrease of 2.6 annual outage hours per ASR-9 system	Actual results expected in January 2015

Part II: Planning, Acquisition And Performance Information

Section A: Cost and Schedule Performance (All Capital Assets)

1. Comparison of Actual Work Completed and Actual Costs to Current Approved Baseline								
Description of Milestones	Planned Cost (\$M)	Actual Cost (\$M)	Planned Start Date	Actual Start Date	Planned Completion Date	Actual Completion Date	Planned Percent Complete	Actual Percent Complete
(S18) Final Planning, including Final Investment Decision	\$7.2	\$7.2	2003-10-01	2003-10-01	2005-09-30	2005-05-30	100.00%	100.00%
(S25) Critical Design Review	\$6.4	\$5.5	2005-07-29	2005-07-01	2006-05-31	2005-12-16	100.00%	100.00%
(S31) OT&E Completed	\$13.7	\$14.1	2005-07-29	2005-07-01	2007-10-31	2007-07-31	100.00%	100.00%
(S43) In-Service Decision	\$13.6	\$13.6	2006-11-30	2006-05-31	2008-11-30	2007-08-31	100.00%	100.00%
(S49) Installation at 28 sites	\$7.1	\$7.0	2008-03-30	2007-11-30	2008-09-30	2008-10-31	100.00%	100.00%
(S50) Installation at 48 sites	\$11.4	\$11.3	2008-10-01	2008-11-01	2009-09-30	2009-10-29	100.00%	100.00%
(S51) Installation at 48 sites	\$11.4	\$9.5	2009-10-01	2009-03-31	2010-09-30		69.00%	86.00%
(S52) Installation at 10 sites	\$3.2	\$1.4	2010-10-01	2009-03-31	2011-02-01		0.00%	43.00%
Operations & Maintenance (FY 2008 and prior)	\$0.1	\$0.1	2006-10-01	2006-10-01	2008-09-30	2008-09-30	100.00%	100.00%
Operations & Maintenance (FY 2009)	\$0.3	\$0.3	2008-10-01	2008-10-01	2009-09-30	2009-09-30	100.00%	100.00%
Operations & Maintenance (FY 2010)	\$0.4	\$0.3	2009-10-01	2009-10-01	2010-09-30		67.00%	67.00%
Operations & Maintenance (FY 2011)	*	*	2010-10-01		2011-09-30		0.00%	0.00%
Operations & Maintenance (FY 2012)	*	*	2011-10-01		2012-09-30		0.00%	0.00%
Operations & Maintenance (FY 2013)	*	*	2012-10-01		2013-09-30		0.00%	0.00%
Operations & Maintenance (FY 2014-2025)	*	*	2013-10-01		2025-09-30		0.00%	0.00%

* - Indicates data is redacted.